



**Outside** SUMMER 2008

# BUYER'S GUIDE



← The Coolest & Lightest Multitool Ever

# 392

## Hot New Products Tested

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(See Back Cover)

# Mountain Bikes



## Find Your Niche

More. That's the trend in mountain biking these days, with lots of new companies and a bike for every trail or rider type. And that diversification means more competition, lower prices, and safer, more responsive rides. There is one added danger, though: the risk of getting too many bikes for the garage. The easy answer is the Gear of the Year—winning Ibis Mojo SL, a do-anything, go-anywhere ride. Though if you still think you need a fuller quiver, we won't argue. **BY AARON GULLEY**



### LEARNING CURVE

**Before You Buy:** Don't take sizing advice from anyone using the word *stand-over*. With so many sloping tubes and radical frame shapes, the only way to size a modern bike properly is to ride it. Some suspension features may be more than you need. Talk to shop staff and riders in your area about what's best for your riding style and local terrain. **Before You Ride:** Generally speaking, lower tire pressure delivers better traction. But run too low and you risk getting a pinch flat. If you can't find a happy medium, consider a tubeless setup. As suspension components have gotten more sophisticated, they've also gotten easier to tinker with. Adjust travel, compression, and rebound to make sure you're getting the most out of your bike. **Back Home:** Clean your bike after every ride. When debris gets under seals or into moving parts, the damage can come in a hurry. Tuning a derailleur is easier than you think. Learn how and you'll save yourself money at the shop—and maybe a long walk home from the trail.

**Ibis Mojo SL** (21.8 lbs., L) \$6,400 [ibiscycles.com](http://ibiscycles.com)

**1.** The Mojo SL won this year's award for one simple reason: It defies all categories and excels in every condition. It's light enough to race cross-country, but with 5.5 inches of front and rear travel, it's cushy enough for anything a sane rider would ever descend.

**2.** In cyclingspeak, SL stands for "superlight." By strategically replacing aluminum bits with carbon fiber, Ibis has pared its already svelte Mojo frame to just 4.93 pounds, including shocks. Our complete tester weighed in at 21.8 pounds, lighter than many hardtails.

**3.** Ibis didn't let the drive for light weight get in the way of aesthetics. With its swoopy curves and organic shaping, the SL attracted loads of covetous stares out on the trails. And the cool rubberized paint protects all that beauty from rocks and trail debris.

**4.** The new DT Swiss XR Carbon shock felt more supple on small bumps than comparable shocks. Paired with the proven dw-link design, which counters pedal bob and keeps the suspension fully active under braking, it delivered a smooth, fluid response, even on rocky terrain.

**5.** Our SL was decked out with a Shimano XTR drivetrain, Magura Marta SL hydraulic brakes, an Easton carbon seatpost and handlebars, and a Stan's ZTR355 tubeless wheelset. In three months of riding, nothing failed. Ibis calls this opulent group WTF—short for, well, you know.

PHOTOGRAPHS BY RYAN HEFFERNAN